



Transportation Advisory Committee Minutes

Wednesday, May 9, 2013 6:30–8:30 p.m.
Town Hall – Council Chambers

Committee Members:

Ryan Nichols, Chairman	Present
Chris Clark, Vice-Chairman	Present
Robin Benning, Vice-Mayor	Absent
David Bond	Absent
Steve Conklin	Present
Nichelle Williams	Present
Richard Turman	Absent
Alan Turley	Present
Kenn Burnell (non-voting)	Present

Public:

There were no members from the public in attendance.

Town Staff Members:

Troy White, Public Works Division Manager	Present
Laura Moats, Development Services Assistant	Present

1. Call to Order:

Chairman Nichols called the meeting to order at 6:34 p.m.

2. Introductions:

No formal introductions took place.

3. Public Comment: None.

4. Items for Discussion and possible action

Item A: Consideration and possible approval of February 27, 2013 minutes Chairman Nichols
Motion by Chris Clark, to approve the February 27, 2013 minutes, as presented, seconded by Steve Conklin. All ayes. Motion carried 5-0.

Item B: Presentation and Comments on ADOT's Tentative Five-Year Plan **Troy White**

Public Works Manager Troy White gave a presentation on ADOT's tentative five-year plan, noting ADOT is soliciting public comment on the Plan until May 17. Mr. White read from the ADOT bulletin, titled "Tucson to host second public hearing for ADOT's Tentative Five-Year Program" which provided an overview of all three ADOT project scenarios: A, B and C.

Scenario A focuses on preservation of the existing highway system. Under this scenario, there would be 81 preservation projects from 2014-2016, 39 bridge projects, one major project and 690 miles of pavement projects. An average of \$184M per year in preservation from 2014 to 2018 would be allocated. Under this Scenario, Arizona's interstate system is projected to fall below current standards for pavement quality in 2031.

Scenario B focuses on programmed major projects, with the lowest investment in preservation. Under this scenario, there would be nine major projects from 2014 to 2017, 25 bridge projects from 2014 to 2016, and 458 miles of pavement projects. An average of \$142M per year in preservation from 2014 to 2018 would be allocated. Under this Scenario, Arizona's interstate system is projected to fall below current standards for pavement quality in 2017.

Scenario C focuses on a combination of preservation and major projects. Under this scenario, there would be four major projects from 2014 to 2017, 39 bridge projects from 2014 to 2018, and 524 miles of pavement projects. An average of \$149M per year in preservation from 2014 to 2018 would be allocated. Under this Scenario, Arizona's interstate system is projected to fall below current standards for pavement quality in 2021.

Chris Clark asked for a definition of "below standard" pavement. Mr. White explained the Pavement Condition Index (PCI), stating different agencies rate pavement differently. Using numbers, the mid-70s is about as low as the PCI should go and the low 60s is below standard. A PCI in the low 60s would be minor cracking and potholes. Mr. White stated Council has a commitment to preservation. If the Town performs recommended maintenance, the road can last for 20-25 years in very good condition. If the maintenance is not done, the roadway would have to be completely replaced in 20-25 years. Mr. White noted it will cost five times the amount to replace the pavement rather than maintain/preserve it.

Mr. White proceeded through ADOT's Five Year Program Presentation:

MAP-21: Federal government redid all Federal Programs, which helps speed up environmental and gets projects moving more quickly. MAP-21 requires ADOT to have a national highway performance program before they can receive any funding. This plan is part of the submittal for federal grant funding.

ADOT's Long Range Plan: Mr. White illustrated the Recommended Investment Choice (RIC): Modernization: 29%; Non-Highway: 20%; Expansion: 27% and Preservation: 34%; He also showed the distribution of funding for the 2006-2012 highway projects: Preservation: 14%; Modernization: 10%; Expansion: 76%.

He noted Preservation through 2006-2012 suffered. With funding being cut, ADOT needs to focus on preservation.

Mr. White pointed out that the 2006-2012 graph shows revenues were high in 2004-2007; however, when the recession occurred in 2008, funding dropped. Therefore, there is a projected deficit of \$215M in FY 2016 and another \$100M deficit in FY 2017. Because of this, ADOT is adjusting the plan, which has resulted in Scenarios A, B and C, which were presented earlier. Monies will come out of agency budgets as follows: MAG (-\$87M); PAG (-\$35M); Greater Arizona (GA) and Statewide subprograms (-\$228M).

Mr. White explained the revenue shortfalls from 2006-2012, and planned revenues for the future based on each of the three scenarios.

Chris Clark asked what "Defer to Out Year" means. Mr. White responded outside the five-year period.

Kenn Burnell stated he is uncomfortable that the forecast goes out to 2031. Mr. White clarified they are only projecting the next five years of revenue. Mr. Burnell does not believe this is a good assumption to make.

Chris Clark stated he agrees with Chairman Nichols. US60 is interesting because people in that area do not like the alignment. Nichelle Williams stated she is surprised there is nothing closer to the Phoenix Metro area. Mr. White responded that area would fall to MAG. This ADOT study is the Greater Arizona area. Local areas are handled by the regional agencies (MAG, CAG, PAG).

Chairman Nichols stated he feels preservation should be the priority.

Mr. White stated ADOT will accept comments on each of the scenarios; however, TAC should feel free to give general comments, the Committee's philosophy or general comments on each scenario.

Chairman Nichols stated since these projects are not close to Queen Creek, there would not be a lot of benefit to our TAC making a recommendation.

Mr. Turley asked if the funding for the SR24 expansion is federal or state money or a combination. Mr. White stated it is a combination. The City of Mesa fronted the cost of this. Voters approved a sales tax increase with the approval of Proposition 404. The City of Mesa was one of the recipients of this sales tax increase. In the out years, the City of Mesa will get back \$12M design, \$33M right-of-way; \$133M construction cost.

Chris Clark stated it would benefit TAC to take a high view, since it serves as a public body; however, he does not want to make a huge recommendation. Steve Conklin agreed.

Mr. Turley stated he has concerns that these projections are realistic based on the poor economic condition the past five years. He questioned how much of a recovery would need to happen to make this work.

Mr. Clark stated it is fairly realistic since drivers are changing habits due to high fuel costs.

Members discussed their preferences. Steve Conklin stated he was leaning towards Scenario B because he favors expansion; although ultimately he prefers C. Alan Turley stated his first reaction was to support Scenario B as well; however he understands the reasons for supporting “C”, and supports it over the others. Chris Clark stated he favors the “middle of the road” approach.

The Committee came to a consensus to support Scenario “C”. No formal action was necessary on this item.

Item C. Update on Regional Transportation Studies

Troy White

Mr. White provided updates on the following:

Meridian DCR: (intersection of Riggs/Combs/Rittenhouse/Meridian). Public Works Manager Troy White reminded TAC of its recommendation from the January 10, 2013 meeting in support of Alternative D, which provides an “at-grade” intersection at the railroad (similar to Pecos/Power). TAC stipulated their recommendation is based on all affected property owners in this area supporting Alternative D. Mr. White informed the Committee after the January meeting, Town staff and representatives from Maricopa County met with property owners: Schnepf, Olive Mill, and property owners where Vestar was going to come in. All were on-board. On June 5 the consultant and MCDOT will present the preliminary final report to the Council, as recommended by TAC and property owners. Mr. White stated reservation of right-of-way can now take place.

Germann Road Corridor Study – Mr. White stated this project is moving forward. Mr. White stated this project was previously postponed due to the East Area Drainage Master Plan Study, the purpose of which is to determine where the channels would go to handle sheet flow coming from Pinal County, and whether or not it would incorporate Germann Road. This drainage channel runs just east of Ellsworth Road from Queen Creek to Germann roads. There are significant challenges with the channel running along Germann Road. The Germann Road Corridor Study is now moving forward. The Town has given the consultant and ADOT permission to finish the alignment alternatives on the Germann Road Corridor Study. The consultant will present the alternatives to TAC for input. This is a joint project among Pinal County, MCDOT, ADOT, Queen Creek and Mesa.

In response to a question from Chairman Nichols about the location of the railroad crossing, Mr. White stated there will need to be a grade-separated crossing at Germann Road. He added that with the new projections, a determination needs to be made for which area of the road needs to be a road of regional significance, and which areas need to be four or six lanes.

There were no further questions from TAC.

Item D. Capital Improvement Program and Pavement Maintenance Plan Update Troy White

Public Works Manager Troy White briefly reviewed the projects in the CIP Program, as follows:

- Library Access Road behind the Community from Queen Creek Library to Victoria Road;
- Rittenhouse/Cloud roads intersection Traffic Signal
- Expansion of Rittenhouse Road to four lanes from Chick-Fil-A at Queen Creek Marketplace to Sossaman Road;
- Ocotillo Road railroad crossing – four lanes plus sidewalks on both sides;
- Ocotillo Road Re-alignment;
- Ellsworth Road from Ocotillo to Rittenhouse Road – approved for construction; waiting to construct until after Ocotillo Road from Heritage to Ellsworth Loop Road is designed.
- Budget Committee has approved Transportation Study, which may be 75% funded by MAG (\$112,500). Still needs Council approval;
- Budget Committee has approved dog park south of Town Hall. This still needs Council approval;
- Budget Committee has approved a splash pad at Founders Park. This still needs Council approval;
- Ocotillo Road from Power to Recker roads - should Vaquero Estates move forward, Queen Creek will contribute \$2M collected from previous development for this roadway.

Pavement Maintenance Plan Update

Mr. White showed a Power Point presentation on the Pavement Management Program Update/HURF 2014. He explained the PCI – used to rate pavements, and the Suggested 2014 Work Plan, which included new equipment and repairs, and the projected revenues and shortfall. Mr. White noted the PCI uses a 0-100 rating. He pointed out the PCI on the Town’s roadways was 86 in 2012, and is 86 for 2013. He emphasized staff’s focus on maintaining roads and extending the life of the roads.

The Power Point included the following areas:

Funding outlook:

- Recommended FY15, including backlog, equipment, consultant services, temporary staffing: \$1,899,346;
- Projected FY14 HURF Revenues - \$1,487,000.
- Shortfall for FY2014: \$412,346

Suggested 2014 Work Plan:

Equipment	\$ 120,000
Temporary Staffing	\$ 27,000
Consultant Services	\$ 35,000
Preventive Maint.	\$ 550,000
Repairs	\$ 750,000
TOTAL	\$1,482,000

Pavement Maintenance Program (HURF) Equipment:

- Truck/Vac unit for crack seal crew and catch basin/scupper cleaning

- Granite groomer

Consulting Services: (currently being done by hand in-house)

- Arterial PCI Inspection
- Operations/Safety manual

Preventive Maintenance

- Purchase of crack seal material
- Slurry seal 7 ½ miles of residential road
- Chip seal 1 ½ miles rural arterial
- Seal coat 2 ½ miles urban arterial

Repairs:

Old Queen Creek Road	\$200,000
Ellsworth/Barnes Parkway	\$125,000
Ocotillo Road Bridge	\$130,000
Safety Edges	\$ 75,000
Ellsworth Lane Repair	\$ 25,000
Plaza Neighborhood	\$ 85,000

Discussion took place on the following “Repair” items.

- **Old Queen Creek Road:** repair cracking asphalt.
- **Ellsworth/Barnes Parkway,** Mr. White stated the right-of-way will be removed. The Town will have to work with Queenland Manor HOA regarding moving their monument signs, and relocating the sidewalk.

Alan Turley asked for an update on the realignment of Ellsworth Loop/Queen Creek Roads as it relates to the Major GPA which was approved for Queen Creek Station. Mr. White provided information on the Sunrise Engineering Alignment Study. By adding a little pavement on each side of the road, and shifting the striping, the alignment will substantially improve. This pavement will not interfere with the MCDOT floodway. Chris Clark noted he has concerns about safety, with the pavement being so close to the floodway and telephone poles.

Mr. White stated that the telephone poles will be moved over or undergrounded. The Town may need to use aesthetic funds to get SRP to move them over. He stated, according to Sunrise Engineering, moving the pavement over to the east and west will not interfere with the well area.

Mr. White reiterated that the CIP projects that have been approved by Budget Committee still need to go through Council approval.

Item E. Bylaws Changes and Training

Troy White

The newly adopted Committee, Board and Commissioner Handbook was distributed to the Committee, along with a schedule of training sessions being held on June 4.

Item F: Request for future agenda items

Vice-Chair Clark

Vice-Chairman Clark suggested the following items be included on future agendas:

- A formalized calendar showing projects outside of the Committee's purview, but affecting Town egress (i.e. update of Power Road construction; SR 24 construction, Ellsworth Road north of Town; plans for realignment of Pecos Road).
- TAC Quarterly Project Updates – including updates on street construction/road closures, scalloped streets, curbing on Germann, mitigation on new subdivision road layouts, and status of Trails system.

5. Announcements

Chairman Nichols announced that Gregory Arrington has submitted his letter of resignation. Chairman Nichols stated members who know of anyone interested in serving on TAC should have them complete applications.

The next scheduled meeting is Thursday, June 13, 2013.

6. Adjournment

Alan Turley made a motion, seconded by Nichelle Williams, to adjourn.

The meeting adjourned at 8:14 p.m.

PREPARED BY:

Laura Moats, Development Services Assistant

PASSED AND APPROVED ON: June 13, 2013

Ryan Nichols, Transportation Advisory Committee Chairman